IDOT Highway Safety Improvement Program Update

Fall Planning Conference

October 14, 2009

Chicago, IL

Jim Allen, P.E.
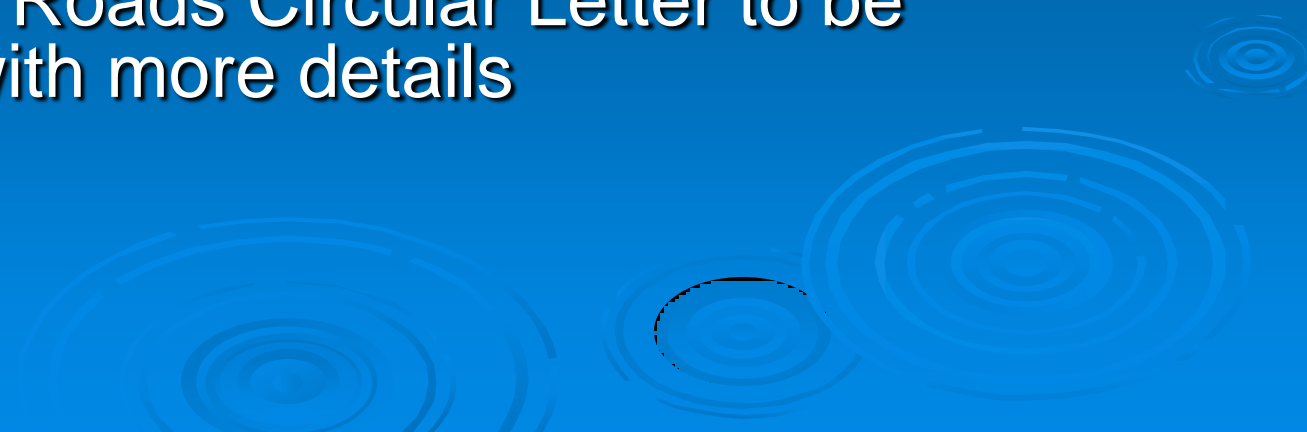
Safety Implementation Engineer

Agenda

- Local Highway Safety Improvement Program
- Local Safety Workshops
- Crash Data
- FHWA Proven Countermeasures
- Questions

Local Highway Safety Improvement Program

- FY2010 has approx $11 million available

- $8 million HSIP + $3.4 million HRRR

- 26 applications for approximately $21 million received by locals

- $9 million for 16 projects selected from solicitations

- $2 million balance for targeted projects and rural sign upgrade program

Local Safety Workshops Scheduled for 2010

➢ January 6th: Peoria

➢ January 20th: Dekalb

➢ January 26th: Effingham

➢ IDOT Local Roads Circular Letter to be published with more details

Current Access to Crash Data

➢ IDOT Internet Site

➢ Safety Data Mart External Access

➢ IDOT Division of Traffic Safety

➢ IDOT Bureau of Safety Engineering

➢ Local Agencies (Police, MPO's)

IDOT Internet Site

➢ www.dot.il.gov/safety.html

➢ City and County Crash Summary

➢ Fatal Crash Summary by County/Year

➢ IL Crash Facts & Statistics

Illinois Crash Data

City and County Crash Summaries
Illinois Fatal Crash Summary
Illinois Crash Facts & Statistics
SR1050 Instruction Manual
Motorist Crash Reporting Information
SR 8 E Form & SR 8 E Instructions
Fatality Analysis Reporting System (FARS)
Safety Data Mart for External Users

Address http://www.dot.il.gov/trafficsafety/summaries.html

Illinois Department of Transportation
Milton R. Sees, Secretary

Rod R. Blagojevich, Governor

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City and County Crash Summaries

The City and County Crash Summaries are organized by year, and then by the cities or counties in which crashes have occurred.

Clicking on the year takes you to a list of cities or counties having crashes during that year. Clicking on the city or county name then takes you to the summary for that city or county.

City Summaries

2007

2006

2005

2004

County Summaries

2007

2006

2005

2004

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Most Requested ...

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OBWD
Planning and Programming
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Public Transportation
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Truckers

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Address http://wrc.dot.il.gov/fatalcrash/default.aspx?c=CHAMPAIGN   Go   Links »

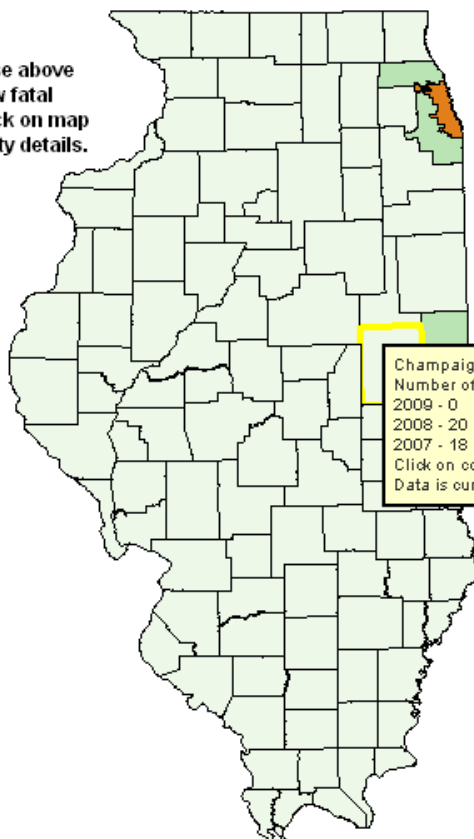# Illinois Department of Transportation
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Fatal Crash Summary

Move mouse above map to view fatal counts. Click on map to get county details.

Champaign County
Number of fatal crashes
2009 - 0
2008 - 20
2007 - 18
Click on county to obtain additional information.
Data is current as of: 1/26/2009

Select a County

Selected County : CHAMPAIGN

2009 Fatalities By County

0 - 2

2 - 21

Helpful Tips

Current Fatal Crash Data

Highway and Traffic Safety Information

The crash data provided is provisional and is based on information submitted to IDOT for crashes occurring on all public roadways within the state. The data is updated as information is received from various agencies throughout the state. IDOT is dedicated to the maintenance and improvement of these data and welcomes any comments about their content, format or utility.

People interested in additional information should contact the Division of Traffic Safety, Crash Information Section,

3215 Executive Park Drive, Springfield, IL 62794 (217) 782-2575.

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Champaign County - Fatal Crash Summary

Back to Statewide Summary

Print

Year	Total Fatalities / Crashes	Drivers	Passengers	Pedestrians	Pedalcyclists	Other
2009	0 / 0	0	0	0	0	
		Details				
2008	22 / 20	16	5	1	0	
		Details				
2007	19 / 18	9	5	4	0	
		Details				
2006	16 / 16	11	2	2	1	
		Details				
2005	18 / 15	11	3	3	1	
		Details				
2004	24 / 22	15	7	2	0	
		Details				

Year	Total Fatalities / Crashes	Drivers	Passengers	Pedestrians	Pedalcyclists	Other
2009	0 / 0	0	0	0	0	0
		Details				
2008	22 / 20	16	5	1	0	0
		Hide Details				
	Passenger Cars	9	1			
	Pick-Up Trucks	1	3			
	Motorcycles	4	1			
	Semi & Large Trucks	0	0			
	Sport Utility Vehicle	1	0			
	Other	0	0			
2007	19 / 18	9	5	4	0	1
		Details				
2006	16 / 16	11	2	2	1	0
		Details				
2005	18 / 15	11	3	3	1	0
		Details				
2004	24 / 22	15	7	2	0	0
		Details				

Safety Data Mart External Access

- ➢ Data from Various Sources
  - Crash Information System (CIS) (2004- Present)
  - GAI (1999 - 2003)
  - Local Crash Location Project (2001-2004 local data)
- ➢ Customizable Pre-defined Reports
- ➢ Does not allow ad-hoc reporting
- ➢ Request access at DOT.SafetyData@illinois.gov

Example - Customizable Reports

Typical Parameters:
- Date Range
- County
- Report Specifics

Future Crash Data Access

➢ Web Based Safety Datamart

- Allows Customized Queries (soon)

- GIS Based Selection and Mapping (not as soon)

- Recommends Countermeasures and Performs Benefit Cost (later)

Local Access to Crash Reports

➢ New statute allowed local access for safety research and studies - 625 ILCS 5/11-412

➢ IDOT strict confidentiality statute still valid

➢ Local agencies can get copies of crash reports with redaction of Personal Information Fields (key info in narrative for crash analysis)

➢ IDOT Upgrading Digitizing System

➢ Feasible for Small Requests thru IDOT Division of Traffic Safety

➢ Larger requests being addressed with agreements and as resources allow

Contact IDOT Division Of Traffic Safety

Bureau of Safety Data & Data Services

Crash Information Section

Lori Midden

Ph: (217) 785-2736

lori.midden@illinois.gov

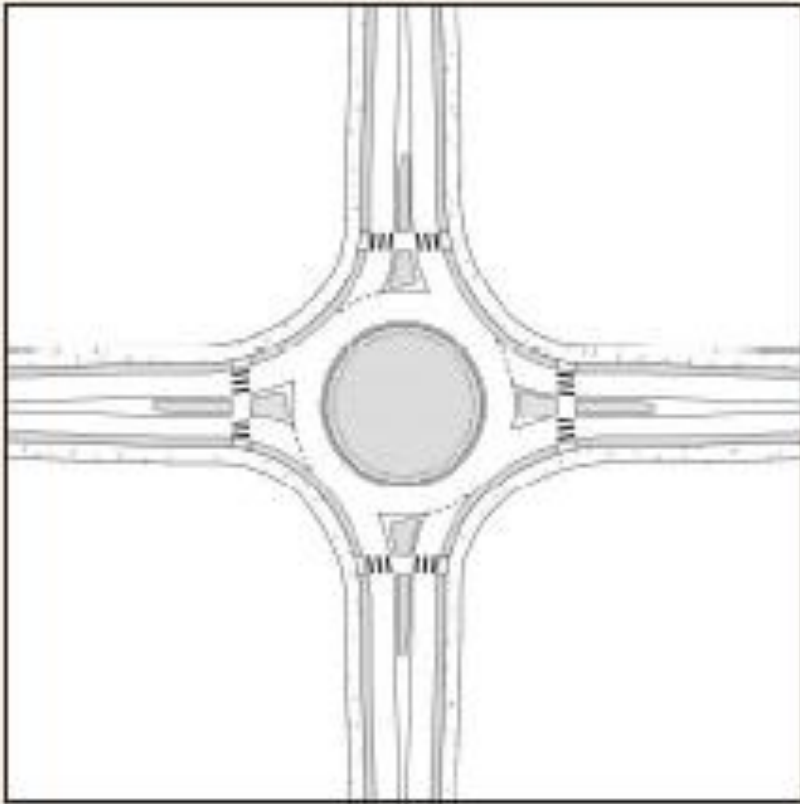1340 North 9th Street

Springfield, Illinois 62702

FHWA Proven Countermeasures

➢ Roundabouts

➢ Left- and Right-Turn Lanes at Stop-Controlled Intersections

➢ Yellow Change Interval

➢ Pedestrian Refuge Areas

➢ More info at: http://safety.fhwa.dot.gov/policy/memo071008/

Roundabouts

Single-Lane Roundabout

Multilane Roundabout

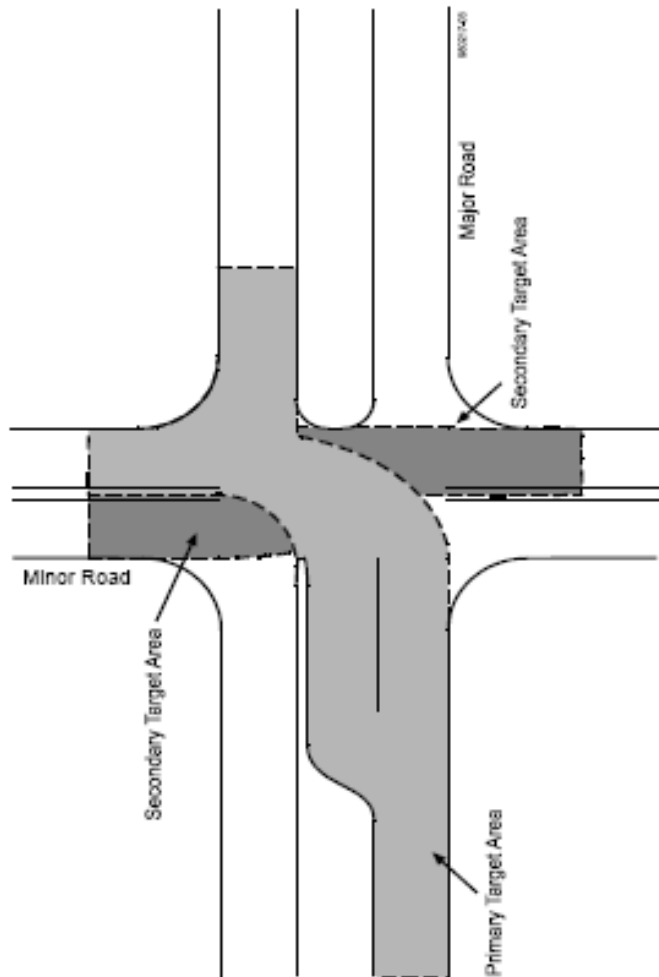# Left- and Right-Turn Lanes

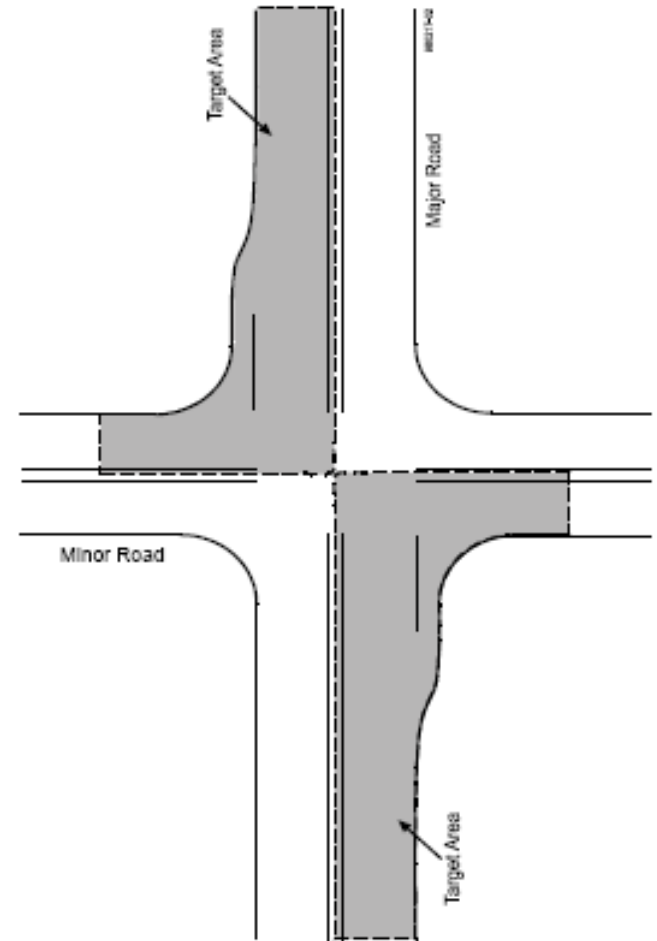Figure 3. Target Area for Evaluation of an Intersection with a Left-Turn Lane Added on One Approach.

Figure 2. Target Area for Evaluation of an Intersection with Right-Turn lanes Added on Two Approaches.

Yellow Change Interval

The minimum length of yellow should be determined using the kinematics formula…. assuming an average deceleration of 10 ft/sec or less, a reaction time of 1 sec or more, and an 85th percentile approach speed. An additional 0.5 sec of yellow time should be considered for locations with significant truck traffic, significant population of older drivers, or more than 3 percent of the traffic is entering on red.

Pedestrian Refuge Areas

Questions